

August 3, 2009

**OFFICE OF THE HEARING EXAMINER
CITY OF RENTON**

Minutes

OWNER/APPLICANT: Highlands Community Church
3031 NE 10th Street
Renton, WA 98056

CONTACT: Larry Maison
Highlands Community Church
3031 NE 10th Street
Renton, WA 98056

Highland Community Church Expansion & Remodel
File No.: LUA 09-051, SA-H, ECF

LOCATION: 3031 NE 10th Street

SUMMARY OF REQUEST: Applicant requested Site Plan Approval and Environmental (SEPA) Review for the phased construction of additions to and the interior remodel of the existing Highlands Community Church facility. The additions would include office space, a new lobby and a 2-story education wing. The expansion of the surface parking lot to create 304 new parking stalls,

SUMMARY OF ACTION: Community and Economic Development Recommendation:
Approve with conditions

DEVELOPMENT SERVICES REPORT: The Staff Report was received by the Examiner on July 7, 2009

PUBLIC HEARING: After reviewing the Development Services Report, examining available information on file with the application, field checking the property and surrounding area; the Examiner conducted a public hearing on the subject as follows:

MINUTES

***The following minutes are a summary of the July 14, 2009 hearing.
The legal record is recorded on CD.***

The hearing opened on Tuesday, July 14, 2009, at 10:07 a.m. in the Council Chambers on the seventh floor of the Renton City Hall. Parties wishing to testify were affirmed by the Examiner.

The following exhibits were entered into the record:

<u>Exhibit No. 1:</u> Yellow file containing the original application, proof of posting, proof of publication and other documentation pertinent to this request.	<u>Exhibit No. 2:</u> Zoning and Neighborhood Detail Map
<u>Exhibit No. 3:</u> Site Plan	<u>Exhibit No. 4:</u> Overall Landscape Plan

<u>Exhibit No. 5:</u> Tree Retention Plan	<u>Exhibit No. 6:</u> North and South Elevations
<u>Exhibit No. 7:</u> East and West Elevations	<u>Exhibit No. 8:</u> Aerial Photo of Project Site
<u>Exhibit No. 9:</u> Refuse and Recyclables Modification Approval (3 pages)	

The hearing opened with a presentation of the staff report by Rocale Timmons, Associate Planner, Community and Economic Development Department, City of Renton, 1055 S Grady Way, Renton, Washington 98055. The applicant is proposing to expand the current facility with approximately 19,000 square feet of additions including a new education wing, lobby and some office expansion. They also intend to expand the parking lot. The sanctuary would be expanded to accommodate 900 seating capacity.

The site is located between NE 9th and NE 10th Street abutting Kirkland Avenue NE to the west. There are two existing parcels; the eastern parcel is zoned R-8 (A) and the western parcel is zoned Center Village (B). The completed project would have a facility size of 77,000 square feet and approximately 577 parking stalls.

The education wing would be approximately 17,000 square feet in size and would be a 31-foot high, two-story building. All three additions would have at-grade entrances even though there is three separate levels. The lobby located on the lower level would have a height of 24' 6" from existing grade. The tallest of the additions would be the office expansion with an entrance at the mid-level at a height of 31'6".

Access to the site would remain at NE 10th Street (at the panhandle), a second entrance on NE 10th closer to Kirkland Ave NE, an entrance on Kirkland Ave NE and one on NE 9th Street. The applicant has proposed a new curb cut on NE 9th Street in order to better access the proposed expansion of the parking lot.

The Environmental Review Committee issued a Determination of Non-Significance Mitigated with 5 mitigation measures. No appeals were filed.

The proposal does comply with all policies within the Comprehensive Plan Designations of Center Village and Residential Single Family.

The Conditional Use Permit required of a Religious Institution has been issued previously and therefore, would not be required for the purpose of this expansion.

Lot coverage for this project would be 12.5%, which is well below the maximum building lot coverage permitted in both zones. This proposal further complies with most of the setbacks required. Kirkland Ave was viewed as the front for the site, NE 10th and NE 9th would be the side yards along a street and the western property line would be the rear yard. The proposal does comply with the required zone setbacks. The office and lobby additions are located on the R-8 zoned parcel and would comply with the height requirements of the zone. The education wing is located on the CV zoned parcel and complies with the height requirement for that zone.

There are approximately 47 trees on the site, 23 are proposed for removal. There are 6 cottonwood trees, one of which was recently damaged in a fire and should be removed. The remaining 5 cottonwood trees should be retained along with a Maple tree. In order to preserve the root systems of the 5 trees along the western property line, it was recommended that the landscape buffer be increased from 20 to 30 feet. A total of 12 parking spaces would be eliminated in order to provide additional landscaping space.

The applicant requested to redesign most of the landscaping on Parcel A, including replacement of trees and shrubs along Kirkland Ave NE and NE 9th Street as well as within the parking lots to the south and west of the site. They are further proposing additional landscaping along NE 9th Street on the western perimeter and along the northern property lines. The NE 9th landscaping would be tapered down from 20-feet to 10-feet, five of those feet are located within the right-of-way. Renton code required a 15-foot buffer when abutting a residential neighborhood, it was recommended that the landscape buffer be increased to 15-feet. The project site complies with the required landscaping requirements prescribed by City Code as long as the conditions of approval are complied with.

The application does comply with the parking stall requirements. The Refuse and Recycle would remain in its current location, the applicant has proposed an enclosure for the area. A modification was granted in order to reduce the size of the trash enclosure. The applicant should be required to submit screening detail for the refuse and recyclable deposit area.

There would be impacts to the surrounding properties specifically related to parking, in order to mitigate some of those impacts landscaping has been increased. The limitation on increase in height of the buildings does create a transition from the taller Harrington Square building to the single family residential neighborhood on the east and south sides of the property. Area-wide property values would be maintained.

No detailed lighting plan was provided, it was recommended that a lighting plan be provided, including downlighting on the site to assure safe pedestrian and vehicular movement and not cause additional impacts to adjacent properties.

There are normal phases of odor and noise during construction, however, the phasing of the expansion should not create undue noise or odors. The applicant is proposing new acoustic panels for the ceilings and walls of the gymnasium. The sanctuary will likely remain the same.

Conversion of underutilized land would add value to the site and adjacent properties.

The proposal does meet the intent of the Design Regulations. There are two categories, minimum standards that must be met and guidelines that, while not mandatory, are considered in determining if the proposed action meets the intent of the design guidelines. The applicant has met all the minimum standards if the conditions of approval are met.

Ms. Timmons presented a review of the Compliance to District D Design Guidelines:

Site Design and Building Location, Building Location and Orientation, Service Element Location and Design, Gateways, Structured Parking Garages, Pedestrian Amenities (some furniture has been provided for), Recreation area and Common Open Space, and Signage were not applicable.

Building Entries, Location of Parking, Design of Surface Parking, Vehicular Access, Pedestrian Environment, Pathways through Parking Lots, Pedestrian Circulation, Landscaping, Building Character and Massing, Ground Level Details, Building Roof Lines, Building Materials, and Lighting met all requirements that were appropriate to this proposal.

Jay Wallace, 1207 N 33rd Street, Renton 98056 stated that he is an architect and represents the Highlands Church. They are concerned with only four and a half of the recommendations:

Item 1, they do appreciate the cottonwoods along the western property line and how they provide buffer to the neighbors to the west, the landscape architect and an arborist have informed them their well being is

compromised. The assessment was made well before the fire and Harrington Square, several of the trees suffered during the fire. An arborist was visiting the site the morning of the hearing to reassess their likelihood to survive. They have dropped major branches, indicating that their core health is failing. This condition will only increase as trees age. They would ask to remove the trees and a new substantial buffer would replace the existing one. The proposed design grade is approximately two feet lower, which makes it difficult to keep the trees. The detention vault is located beneath the most southerly cottonwood tree .

They have proposed to increase the landscaping with approximately 30% more than what was required. It is not clear what size buffer Harrington Square would provide along the property line that should add to the width of their proposal. Since the Harrington Square apartments are 5 stories high, their impact on the neighborhood looks to be greater than that of the Highlands Community Church.

Item 2, in order to save the failing cottonwoods, they would have to expand the width of the landscape buffer the additional 8-feet. This would eliminate twelve parking stalls which would result in more cars lining the streets. The grading design would need to be redesigned, they would have to select an alternative outflow point and relocate the detention vault. They are looking for way to be efficient and effective, spending more money to redesign and ending up with less parking stalls is painful. It is not clear why their property bears the burden of an extra wide buffer as the adjacent site has only a minimum buffer width. They request that the cottonwoods be removed and the western landscape buffer to remain at 20 feet as proposed.

Item 6, would cause the loss of 16 parking stalls that are in use today and would result in a buffer that is 300% of the normally required width. There is a lack of consistency with the neighbors. Their property was previously developed with parking and landscaping which the City approved and so should not need to be altered.

Item 7, the CV zone calls for pedestrian access which has been provided throughout the site to improve safety and soften the parking lot aspect. They discussed with the City the possibility of placing some public space along the walkways, they are not at all opposed to providing such an area, but it would reduce the onsite parking area that they fully expect to overflow if all recommendations of this report are enacted. The additional public access way seems a bit useless, it seems to provide a trail from nowhere to nowhere and wipes out another six proposed parking stalls. There is further concern that providing pedestrian access through the small buffer would render the buffer ineffective between their parking lot and the large non-landscaped Safeway parking lot. They ask that the pedestrian connection not be persued, if it must be installed, they would ask that the City consider utilizing the Safeway asphalt for the pedestrian path along the property line so they can keep the landscape buffer as proposed.

Item 9, they felt that the meandering pathway added significant value to the project by modulating the landscape opportunities and adding interest to the pedestrian experience. They understood that the City agreed with the concept and that we can work out the degree to which the paths meander so that safety and esthetics prevail on the site. They agree that pedestrians may cut through some landscaping and resent the fact that they are being steered along a winding path, it just need to be determined what that meander should look like and how they can still meander enough to improve the pedestrian experience.

They accept the staff recommendations, but request the deletion of No's. 1, 2, 6, 7 and that 9 be modified.

Kayren Kittrick, Community and Economic Development Department stated that there is water and the property is well served by utilities. Access is very clear and there is no objection to an additional driveway.

Rocale Timmons stated that if the applicant can provide a letter from the Arborist stating that the trees are dead, diseased or dangerous staff would have no opposition to accepting that and allowing the trees to be removed.

The only reason for the additional 10 feet of buffer was to preserve those root systems, so if the trees removed, staff would also contend that the additional 10 feet would no longer be necessary.

Unfortunately, they are no longer able to look at Harrington Square or Safeway sites, but they are looking at this site to figure out how to mitigate some of the impacts that the proposal would have on the neighborhood. While the Safeway parking and Harrington Square site doesn't provide much landscape buffer, it is not something before the Hearing Examiner today.

In terms of the 30 foot buffer along the northern property line; the design standards give a lot of authority to the decision maker (the Examiner) but as staff recommends, innovative approaches in terms of mitigating impacts, it was felt that due to that the large parking area would have visual impacts on neighboring properties and the northern border would be an appropriate place to provide a landscape buffer.

And finally in regards to the meandering pathway, staff requested a pedestrian connection from the education wing along the northern property line and then down the western property line. One of the requirements is for increase in pedestrian circulation on the site and because of the size of buffers it was determined that a pedestrian connection would be appropriate in this case. Less than the 10 feet along the property line and there was a grade of 10-15%, it would be challenging along that property line. It might be more appropriate to provide circulation to provide ingress and egress. That would be the need to provide pedestrian connection through the middle of the landscape and along the northwestern property line.

Staff was looking at a less curves on the pathway, rather than close switchbacks, just a gently curve.

Mr. Wallace stated that regarding the overall landscaping, the requirement is 21, 500 square feet of landscaping they have already offered 38,000 square feet and that in part is in response that they cannot meet the initial of not having any parking between the street and the building.

The Examiner stated that that is a design question the education facility does not have to be attached to the existing building, it makes some sense, zoning code is trying to move parking to the rear. On a site like this there is no rear, it is mostly parking. There is latitude and discretion in some of the standards. The landscaping criteria under the site plan are one thing, then the design criteria allow and mandate the City to look at other aspects of the site design.

Mr. Wallace continued that it is difficult due to the fact that the site zoning is split through the building, which was established at a certain time of that project to be the expansion for future projects. They did provide the north/south path which they appreciate the safety and softening of the impact of the parking lot. They also have the east/west path. They have extended the pathway to the part of the site that is not in the CV zone at a great cost in that it would all have to be regarded and repaved. They are trying to meet the intent of the CV zone.

The **Examiner** called for further testimony regarding this project. There was no one else wishing to speak, and no further comments from staff. The hearing closed at 11:04 am

FINDINGS, CONCLUSIONS & RECOMMENDATION

Having reviewed the record in this matter, the Examiner now makes and enters the following:

FINDINGS:

1. The applicant, Highlands Community Church, filed a request for a Site Plan approval for phased expansion of the existing church complex.
2. The yellow file containing the staff report, the State Environmental Policy Act (SEPA) documentation and other pertinent materials was entered into the record as Exhibit #1.
3. The Environmental Review Committee (ERC), the City's responsible official issued a Determination of Non-Significance - Mitigated (DNS-M).
4. The subject proposal was reviewed by all departments with an interest in the matter.
5. The subject site is located 3031 NE 10th Street. The subject site is located on the south side of NE 10st. NE 9th Street is its southern boundary, Kirkland Avenue is its eastern boundary while Harrington is west of the site, west of Harrington Square development.
6. The church has received approval for additions in the past under Conditional Use review criteria. The church complex has been approved under those criteria and staff determined that the current proposal is permitted under the existing Conditional Use Permit. Therefore, the review of the current plans will be subject to Site Plan review criteria but no further Conditional Use review.
7. The subject site straddles two comprehensive plan designations and two zoning districts. The map element of the Comprehensive Plan designates the area in which the subject site is located as suitable for the development of Center Village and Single-Family Residential uses, but does not mandate such development without consideration of other policies of the Plan. The western two-thirds of the site is Center Village while the eastern third is residential. The Center Village portion of the site is also governed by Design District D guidelines. Many of the design district guidelines are minimum standards and are, therefore, mandatory while others are guidelines (not mandatory) but considered important to fulfill the objectives of a well-designed neighborhood with integrated design features.
8. The Center Village designation is intended to support redevelopment with multifamily and commercial uses. The R-8 designation supports detached single family uses.
9. The eastern third of the subject site is currently zoned R-8 (Single Family - 8 dwelling units/acre). The western two-thirds of the subject site is zoned CV (Center Village).
10. The development surrounding the subject site generally mirrors the zoning with multifamily uses west and multifamily and commercial (Safeway) north of the subject site. Single family uses are located east and south of the site. Harrington Square, a multifamily use, is located west of the site and was partially destroyed in a recent fire.
11. The subject site was annexed to the City with the adoption of Ordinance 1246 enacted in April 1946 (the staff report had the year as 1996)
12. The subject site is approximately 334,549 square feet or 7.68 acres. The parcel is an irregularly shaped polygon and a dog-leg or panhandle extending north to NE 10th Street from the center of the western half of the parcel. The subject site is approximately 600 feet wide (east to west) by 500 feet deep.
13. There are no critical areas on the subject site.
14. There are areas of decorative landscaping in areas around the existing complex and larger trees along the west and north perimeters of the site. The applicant proposes removing approximately 23 of the 47 existing trees to accommodate the redevelopment including the buildings and parking areas.

15. The existing complex is approximately 56,540 square feet concentrated on the eastern half of the subject site.
16. The applicant proposes a six year phased expansion of the complex. The additions would total approximately 19,000 square feet. The expansion and modifications would include office space, a new lobby and a two-story education wing. The expansion would allow conversion of interior space that allows an increase in the size of the church sanctuary. The plans also involve an expansion of the parking areas covering approximately 168,000 square feet of the subject site or 304 new parking stalls.
17. As viewed from the south elevation, the new elements would be, from east to west, the lobby expansion in the foreground, the office expansion tucked into the complex, and the education wing. The trash enclosure would be most noticeable from the west elevation but is very small at a required size of 390 square feet. The applicant sought and was granted a modification to reduce the enclosure to 260 square feet reducing its bulk even more.
18. The proposed expansion would provide a total of 577 surface parking stalls and a 77,540 square foot complex. The church will be accessed from three levels due to the way it is constructed into the site. Entrances would provide grade level access to each of these levels. The two-story education wing would attach to the west side of the existing facility. The lobby would be located along the south facade. The office would be added to the northwest facade.
19. The existing complex straddles both a property line and the line separating the R-8 Zone and the C-V Zone. This makes it impractical to measure setbacks from that line. The setbacks from a property line or from a change in zoning district cannot be complied with in the normal sense of setbacks. Staff reasoned that the setbacks should be determined from the perimeter of the site using the respective zoning of that portion of the site. Staff further determined that Kirkland Avenue (east) is the front yard while NE 9th and NE 10th would both be side yards along a street. The rear yard would be along the western end of the subject site. The R-8 Zone requires a 15 foot front yard and 15 foot side yards since both side yards abut a street. The CV Zone requires a maximum 15 foot and minimum 10 foot front yard but as with the R-8 rear yard, no such yard exists due to the complex's existing location. Ten feet (10') is required as a street side yard setback in the CV Zone. When abutting a residential zone, those side yards and a rear yard are to be a minimum of 15 feet. The proposal provides a 15 foot front setback at its closest point to Kirkland complying with Code. The north side yard is 80 feet abutting NE 10th and 235 feet abutting NE 9th complying with both the R-8 and CV requirements. There is no practical rear yard in this case in the R-8 Zone and similarly, no practical front yard in the CV zone.
20. The new additions would have a height for the tallest element, the education wing, of 31 feet 1 inch for its parapet wall. Elevation drawings show that the office component will be 30 feet 0 inches and a small portion of it would be higher than existing structures on the campus. The CV Zone permits a height of 50 feet while the R-8 Zone permits a maximum height of 30 feet. The components proposed for their respective zones meet the height regulations.
21. Access to the subject site is currently provided by one driveway along NE 9th Street (south) which is aligned with Jefferson Avenue, two driveways along Kirkland Avenue (east) and two driveways along NE 10th Street (north) including the panhandle. The applicant proposes one new driveway to NE 9th near the southwest corner of the site. Staff reported that the new driveway would aid circulation into and out of the site, particularly, the new parking area.

22. There are a variety of uses on the campus and parking requirements are based on the various uses. The sanctuary and adult classrooms require 180 stalls; the general office requires between 23 and 34 stalls; the daycare requires 41 stalls; early childhood classes require 43 stalls; school other than high school require 60 stalls; high school require 54 stalls; college require 84 stalls; and bus driver parking require 3 stalls. Code would require 488 stalls whereas the applicant proposes 577 stalls. As discussed below, staff has recommended that certain parking be removed to accommodate either required or recommended landscaping.
23. There is existing landscaping around the complex and internally. The new additions will trigger requirements for additional landscaping around the buildings and particularly, around the perimeter and in the interior of the new parking areas. The applicant proposed modifying some of the landscaping on the eastern portion of the site to provide better drought tolerant species and additional plant diversity. Flowering trees and a cedar might be replaced in the eastern areas. The cedar might be saved as suggested by staff. Staff noted that the applicant had proposed removing 23 of the 47 trees on site or approximately 50%. The two zones, CV and R-8, have different tree retention requirements. The code requires 30% retention on the eastern R-8 parcel and 10% retention on the western CV parcel. Staff calculated 30 trees should be retained. Six cottonwood trees as well as a maple along the western boundary of the site were proposed for removal. Apparently, a condition of approval for the adjacent Harrington Square residences was the retention of those trees. There is no record of how the trees that are now on this site were retained under an adjacent proposal. One of those trees was damaged in a recent fire. Staff recommended that the undamaged trees be retained due to the prior conditions. The applicant maintained those trees are old and could present a hazard. Staff suggested confirmation of hazard by an arborist could allow their removal. To protect those trees and their roots, staff recommended removal of parking in that area. The recommendation was a removal of one stall per tier allowing a shifting of planter islands or a removal of 12 stalls. Since the buffer retention was a requirement, those trees and area or equivalent should be retained.
24. In addition to the landscape issues noted above, the R-8 zone requires a 5-foot landscape strip along streets while the CV zone requires a 15-foot landscape buffer and a visual landscape barrier adjacent to a residential zone. The R-8 parcel meets code requirements. The proposed landscaping in the CV portion of the site tapers down to 5 feet which does not comply with code. Staff recommended the removal of parking stalls in the tiers nearest the deficient landscaping to increase the landscaping as required by code. Staff noted that the loss of this parking would still provide more than sufficient parking under code. Staff recommended supplementing the landscaping along the west and north portions of the site in order to fulfill the objectives and meet the requirements of the Design Regulations which govern the western portion of the site. Staff noted that the design guidelines require parking to be located behind buildings and away from pedestrian areas but that the applicant's design does not accomplish this mandatory objective. The applicant designed the project to attach the new additions to the existing complex which results in the parking being forced to the outside portions of the site. Staff recommended creating more effective buffering between the new, western parking lot and the adjacent residential uses north and west of the complex. Staff recommended a 30 foot landscape area around the west and continued around the north to screen the residential uses in those adjacent areas. This would result in reduced parking but as noted in other analysis, staff found the site still meets code for parking.
25. Staff noted that the parking lot meets the other landscaping requirements for interior landscaping.
26. The exterior treatment will include a variety of materials including concrete masonry for the lower part of walls to serve as "architectural bases". Stucco would be used above the base. Staff has requested a material board to review the final exterior treatments.

27. As with the location of the parking, staff indicated that the proposal's clustering does not accomplish the goal of orienting buildings toward the street. The objective is to provide an enhanced streetscape of building facades rather than exposed parking. Staff suggested that the goal of the applicant was to create a cohesive complex and a safe environment for its parishioners and children attending classes. To offset the design deficiencies, staff recommended the additional landscaping noted in a number of the Findings above.
28. Staff recommended the relocation of the school bus parking stalls to allow landscaping in those areas and that wherever the bus parking is located be appropriately landscaped and fenced for buffering and screening.
29. Staff found a number of instances where the applicant did not meet the required or suggested standards and recommended compliance. The applicant did not provide the appropriate lighting plan required by the guidelines. Staff recommended materials boards or lists for exterior treatment as well as pedestrian linkages through the site and in and around parking areas. Staff found that the pedestrian paths apparently meandered too much and suggested changes to the pathways. Staff recommended pedestrian links to the west and north connecting the site to the abutting residential uses. The applicant proposed "pedestrian furniture" to comply with standards. Staff noted rooftop equipment needs to be screened and painted to blend with the roof. A landscape irrigation system and surety device will be required. Smaller design features such as architectural elements, facade treatments and seasonal landscaping and planters were suggested by staff to enhance the project.
30. The development will increase traffic approximately 411 trips.
31. The applicant had concerns with some of the conditions suggested by staff. They were generally concerned with any condition that reduced the parking stall count. The applicant wants to provide as much parking as possible to keep parishioners from parking in the neighborhood. They were also concerned with providing additional landscaping along the western and northern boundaries that would remove parking and provide screening for adjacent uses that actually do not provide their own screen or setbacks. They offered to work with staff on the pedestrian path designs but did not believe connection to the west or north were necessary or that passage could be provided on adjacent property. As noted, they did not believe the cottonwood trees deserved protection due to their condition.
32. Neighbors were consulted about the proposal and there was no testimony from neighbors at the public hearing regarding this proposal.
33. The applicant proposes the following phasing: The parking lot expansion would occur between 2009 and 2010; the Education Wing would be developed in 2012; the lobby and interior redesign would occur in 2014; while further interior remodeling would occur in 2015. Staff recommended approval of the proposed phasing as the exterior phases, the ones affecting the community most would be completed in 2012.
34. The District Design Guidelines analysis as provided by staff is adopted except as noted in the Conclusions shown below. The staff list analysis is hereby incorporated into this report and attached at the end of this report.

CONCLUSIONS:

1. The current proposal is quite complex. It involves a number of phases affecting the exterior appearance of this already large campus which is adjacent to single family uses to its south and east and multiple

family uses or proposed uses to its west and north. It also includes a substantial expansion of surface parking also surrounded by residential uses to the south, west and north. Finally, the sanctuary will be enlarged and while an interior change, more people will be attending services, meaning more traffic and more general hubbub on the campus. Due to the size of the complex, the proposed changes and the surrounding uses, staff made a series of recommendations based on both the Site Plan Criteria and the District D Design Guidelines. Some of those staff recommendations are based on meeting minimum mandated standards of the Design Guidelines, while some were suggestions to improve the overall project to blend or transition it with its neighbors. Many of the recommendations included increased landscaping to reduce visual and other impacts of the complex and parking on its neighbors. Those landscaping additions would result in less parking. Parking is a commodity the applicant values since more parking reduces the church's impacts on the community. In other words, the landscaping versus parking results in tradeoffs that both the City and the applicant believe effect the neighborhood. There are other issues or aspects of the project, besides its impacts on neighbors, including how the overall project complies with Zoning and Comprehensive Plan policies and goals. The project is subject to review under two general provisions, the Site Plan Criteria and the Design Guidelines. With few exceptions, this office accepts the staff analysis of the District Guidelines and, therefore, staff's recommendations pertaining to those guidelines. Those differences will be shown below. This office's main review will be of the Site Plan criteria with references to the Design Guidelines where they might suggest different results. The Guidelines and staff's review are attached to the end of the report and incorporated in this report as part of this report's final decision except where modified in these Conclusions.

2. The site plan ordinance provides a number of specific criteria for reviewing a site plan. Those criteria are generally represented in part by the following enumeration:
 - a. Conformance with the Comprehensive Plan;
 - b. Conformance with the Building and Zoning Codes;
 - c. Mitigation of impacts on surrounding properties and uses;
 - d. Mitigation of the impacts of the proposal on the subject site itself;
 - e. Conservation of property values;
 - f. Provision for safe and efficient vehicle and pedestrian circulation;
 - g. Provision of adequate light and air;
 - h. Adequacy of public services to accommodate the proposed use;

The proposed use generally satisfies or can be modified to satisfy these and other particulars of the ordinance.

3. The site is divided into two Comprehensive Plan designations and two Zoning Districts. Churches and their generally associated uses are permitted by the Comprehensive Plan and the R-8 and CV Zones at this location. Both documents understand that churches serve the entire community and can be located in both single family areas and in community zones. This large church is particularly suited for this area since it transitions from low intensity single family uses to more intense CV uses. One could reasonably argue that the complex could have been more centrally located on the site as to move more of the visual

impacts away from its eastern and southern neighbors. One could justifiably suggest that the predominant parking element is appropriately located away from the single family uses although its location along streets does not fully comply with the Design Guidelines standards of having parking behind buildings. The preexisting nature of the majority of the development does justify some leniency in distilling the use's impacts and positioning.

4. Besides the actual designated use, church, school, supporting office, the Zoning Code also addresses setbacks and landscaping requirements as well as height. The proposal's component parts comply with the height limitations of the respective zones. As noted, there is no true setback between the zones where they meet on the site. The older buildings and overall use straddle the line between R-8 and CV making such setback impractical at this time. The setbacks that do exist around the perimeter of the site do meet the respective standards of the R-8 and CV districts. The proposed use does not comply with the landscaping standards along certain perimeters of the site and will need to be modified as noted in the Findings to comply with Code. Similarly, code requires preservation of existing trees but that is a practical standard. If existing trees are shown to be hazardous then they should be replaced as required by Code.
5. Both the Site Plan criteria and the Design Guidelines address impacts on surrounding properties. While the record does not show how the western buffer including preserving the cottonwood trees came to be required, that buffer should be protected. A combination of Site Plan landscaping criteria, Zoning requirements and Design criteria all suggest and require that the subject site's large parking complement be screened to create high quality development that does not improperly impact its neighbors, particularly, its residential neighbors. Kirkland and NE 9th Streets both provide a natural, if paved setback on the east and south. Those setbacks coupled with the perimeter landscaping required provides a reasonable buffer and transition for the single family uses. The same setbacks are not provided to the west and south since no intervening streets provide a setback. The only way to buffer those uses is with landscaping. Staff's landscaping suggestions both under the Site Plan criteria to mitigate impacts on surrounding properties and uses and the specific minimum standards of the Design Guidelines are appropriate. The applicant shall be required to create the landscaping recommended by staff. While this will reduce parking, hopefully, as addressed below, the site will still be served by adequate parking according to standards.
6. Impacts to surrounding uses, such as the single family uses will be minimized as there are few facades of this proposal that will be taller than existing components. The use will serve to somewhat transition from Harrington Square's taller buildings to the church's slightly more modest buildings to the single family homes to the south and east. Landscaping to the west and south, as discussed will reduce impacts on uses in those locations.
7. The clustered nature of the site reduces the sprawl aspects of the proposal although making it harder to screen the ever-growing complex and, of course, its need for a larger complement of parking. While the parking lot is large, it does contain landscaping to offset it. Again, the additional landscaping suggested by staff along the west and north perimeters should help ameliorate the large expanse of the parking on the adjacent uses. The design guidelines certainly allow for such landscaping by trying to improve the overall mix of uses and integration of larger uses into the Highlands community. Obviously, part of the site was developed under older regulations making it hard to accomplish the objective of "hiding" parking behind buildings but the applicant chose to cluster the new development around its existing complex leaving only the exterior portions available for its large parking lot.
8. As location of the parking is preordained by the existing complex and the applicant's desire to cluster buildings, staff indicated that the proposal's clustering does not accomplish the goal of orienting

buildings toward the street. The objective is to provide an enhanced streetscape of building facades rather than exposed parking. Staff suggested that the goal of the applicant was to create a cohesive complex and a safe environment for its parishioners and children attending classes. Again, to offset the design deficiencies, staff recommended the additional landscaping noted above.

9. This office has to agree with the applicant on two main issues. As noted above, hazardous trees should not be retained and providing pedestrian connections between the church and third party property does seem appropriate. Connections between shopping opportunities and residential uses is more appropriate than mixing and connecting the proposed use, a church, and the multiple family or Safeway uses to its west and north. While some parishioners might live in the adjacent complexes, they can use the surrounding sidewalks. The fact that younger school children might be on campus seems to warrant less free movement across this campus. It appears that staff and the applicant can work on the location and trajectory of the pedestrian paths to provide safe and reasonable access to, through and around the parking aisles.
10. Code requirements for parking suggest almost 100 fewer stalls than proposed based on current parking demand analysis. Obviously, even when well-landscaped, surface parking is an intrusive element. Parking lots create a lot of asphalt which heats up the area, increases runoff and exposes surfaces to more automotive pollutants. Here parking takes up probably more than fifty percent of the surface area of the site. This again, emphasizes staff's suggestions reducing parking and replacing it with landscaping is appropriate. The District Design guidelines provide regulations and guidance for making CV uses more compatible with their neighborhood and are well-designed. While this project is generally well-designed, it cannot overcome its reliance on surface parking - such a dominant element of the proposal. Rather than trying to accommodate every car the applicant could work further with its congregants to reduce the number of vehicles coming to the site and therefore, the demand for parking. Even as modified by staff, the site still provides more parking than is required.
11. The vehicular and pedestrian circulation appears reasonable once staff's recommendation on the location and delineation of pathways are complied with by the applicant.
12. There should be adequate light and air reaching the site. More parking and more cars will increase both air pollution and surface water pollution. More congregants will create more hubbub in the community. The use though should not create deterioration or blight particularly, if the recommendations by staff are observed.
13. The area has urban services such as sewer and water. The applicant will be contributing mitigation fees for transportation and fire protection helping offset its impacts.
14. In conclusion, the phased redevelopment of the subject site appears to reasonably blend with the existing campus and the abutting neighborhood subject to the conditions noted above and stated below.

DECISION:

1. The applicant shall retain the 5 northern cottonwood trees along the western property line along with the maple on the northwestern property line. A revised tree retention plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval. An analysis by a certified arborist may be submitted to show some or all of these trees would be hazardous and whether pruning or total removal may be appropriate. If removal is advised, trees shall be planted in their place that have sufficient potential to provide similar screening.

2. The applicant shall widen the landscape buffer along the western property line from 20 to at least 28 feet in width. To provide the additional square footage staff recommends the applicant remove one stall from each tier of the parking modules located to the west of the buffer. This will serve to allow even replacement trees sufficient room to grow.
3. The applicant shall submit a revised landscape plan depicting at least 15 feet of landscaping, which may include landscaping within the right-of-way, along NE 9th Street. The revised landscape plan shall be submitted to and approved by the Current Planning Manager prior to building permit approval. The applicant shall remove one stall from each tier of the two parking modules located to the north where the landscape buffer is the smallest.
4. The applicant shall be required to submit screening detail for the refuse and recyclable deposit area prior to building permit approval.
5. The applicant shall be required to provide a lighting plan that will adequately provide for public safety without casting excessive glare on adjacent properties. The lighting plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
6. The applicant shall submit a revised landscape and site plan depicting a 30-foot buffer along the northern border of Parcel B that ties into the proposed landscaping along the western property line. The revised plan shall be submitted and approved by the Current Planning Project Manager prior to building permit approval.
7. The applicant shall provide a pedestrian connection within the landscape buffers along the north and western property lines of Parcel B which is raised for the portion that crosses the entrance into the site from NE 10th Street. These connections need not connect to the adjoining properties. The pedestrian connections will be subject to the approval of the Current Planning Project Manager.
8. The applicant shall submit a materials list, noting the difference in materials for the pedestrian pathways. The list shall be submitted to and approved by the Current Planning Project Manager prior to construction or building permit approval.
9. The applicant shall revise the site plan to include linear pathways in lieu of the meandering pathways proposed if the bends in the pathway cannot be further spaced. A revised set of plans (landscaping, lighting, site plan, etc.) shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
10. The applicant shall provide a landscape maintenance surety device, for a period of no less than three years, in sufficient amount as determined by the Current Planning Manager prior to temporary occupancy for the first phase of construction.
11. The applicant shall submit an irrigation plan to and be approved by the Current Planning Project Manager prior to construction or building permit approval whichever comes first.
12. The applicant shall revise the location of the bus parking areas and submit a revised landscaping plan depicting screening for the bus parking, in the form of landscaping and/or a fence, subject to the approval of the Current Planning Project Manager prior to building permit approval.
13. The applicant shall match the color of the roof-mounted mechanical equipment to the color of exposed portions of the roof.
14. The applicant shall submit a materials board subject to the approval of the Current Planning Project Manager at the time of building permit review.

	M	N	P	N
A. SITE DESIGN AND BUILDING LOCATION:	M	M	M	A
Intent: To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity throughout the district.				
1. Site Design and Street Pattern:				
Intent: To ensure that the City of Renton Vision can be realized within the Urban Center Districts; plan districts that are organized for efficiency while maintaining flexibility for future development at high urban densities and intensities of use; create and maintain a safe, convenient network of streets of varying dimensions for vehicle circulation; and provide service to businesses.				
Minimum Standard: Provide a network of public and/or private local streets in addition to public arterials.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Maintain a hierarchy of streets to provide organized circulation that promotes use by multiple transportation modes and to avoid overburdening the roadway system. The hierarchy shall consist of (from greatest in size to smallest): (a) High Visibility Street. A highly visible arterial street that warrants special design treatment to improve its appearance and maintain its transportation function. (b) Arterial Street. A street classified as a principal arterial on the City's Arterial Street Plan. (c) Pedestrian-Oriented Streets. Streets that are intended to feature a concentration of pedestrian activity. Such streets feature slow moving traffic, narrow travel lanes, on-street parking, and wide sidewalks. (d) Internal or local roads (public or private).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Building Location and Orientation:				
Intent: To ensure visibility of businesses; establish active, lively uses along sidewalks and pedestrian pathways; organize buildings in such a way that pedestrian use of the district is facilitated; encourage siting of structures so that natural light and solar access are available to other structures and open space; enhance the visual character and definition of streets within the district; provide an appropriate transition between buildings, parking areas, and other land uses and the street; and increase privacy for residential uses located near the street.				
Minimum Standard: Orient buildings to the street with clear connections to the sidewalk.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Staff Comment: The proposed building on Parcel B is not oriented towards a street. The applicant is proposing to construct the education wing as an extension of the existing church facility which has an orientation and prominent entrance along NE 9th and 10th Street. The proposal meets the intent of the standard to ensure visibility of the facility. The lack of orientation will not have a detrimental effect on nearby properties or the City as a whole.</i>				
Minimum Standard: The front entry of a building shall not be oriented to a drive aisle, but instead a public or private street or landscaped pedestrian-only courtyard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Ground floor residential uses located near the street should be raised above street level for residents' privacy.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Building Entries:				
Intent: To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.				

<p>Minimum Standard: A primary entrance of each building shall be located on the facade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements.</p> <p><i>Staff Comment:</i> There are no entrances to the proposed education wing located on Parcel B. Only one entry is provided to the new wing which is through existing building for enhanced child security. The existing church facility which has an orientation and prominent entrances along NE 10th Street.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Minimum Standard: Multiple buildings on the same site shall provide a continuous network of pedestrian paths and open spaces that incorporate landscaping to provide a directed view to building entries.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Minimum Standard: Ground floor units shall be directly accessible from the street or an open space such as a courtyard or garden that is accessible from the street.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Minimum Standard: Secondary access (not fronting on a street) shall have weather protection at least 4-1/2 feet wide over the entrance or other similar indicator of access.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Minimum Standard: Pedestrian access shall be provided to the building from property edges, adjacent lots, abutting street intersections, crosswalks, and transit stops.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Guideline: For projects that include residential uses, entries should provide transition space between the public street and the private residence such as a porch, landscaped area, terrace, common area, lobby, or similar feature.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Guideline: Features such as entries, lobbies, and display windows should be oriented to a street; otherwise, screening or art features such as trellises, artwork, murals, landscaping, or combinations thereof should be incorporated into the street-oriented facade.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4. Transition to Surrounding Development: Intent: To shape redevelopment projects so that the character and value of Renton's long-established, existing neighborhoods are preserved.</p>				
<p>Minimum Standard: Careful siting and design treatment are necessary to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale. At least one of the following design elements shall be considered to promote a transition to surrounding uses:</p> <ul style="list-style-type: none"> a. Setbacks at the side or rear of a building may be increased by the Reviewing Official in order to reduce the bulk and scale of larger buildings and so that sunlight reaches adjacent yards; b. Building proportions, including step-backs on upper levels; c. Building articulation to divide a larger architectural element into smaller increments; or d. Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>5. Service Element Location and Design: Intent: To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from high-volume pedestrian areas, and screening them from view in high visibility areas.</p>				
<p><u>Minimum Standard: Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements shall be concentrated and located where they are accessible to service vehicles and convenient for tenant use (see illustration, RMC 4-3-100E7e).</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Minimum Standard: Garbage, recycling collection, and utility areas shall be enclosed, consistent with RMC 4-4-090, Refuse and Recyclables Standards, and RMC 4-4-095,</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Screening and Storage Height/Location Limitations.				
<u>Minimum Standard:</u> In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof and screened around their perimeter by a wall or fence and have self-closing doors (see illustration, RMC 4-3-100E7f).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: The use of chain link, plastic, or wire fencing is prohibited.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of such facility.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Service enclosure fences should be made of masonry, ornamental metal or wood, or some combination of the three.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Gateways:				
Intent: To distinguish gateways as primary entrances to districts or to the City; provide special design features and architectural elements at gateways; and ensure that gateways, while they are distinctive within the context of the district, are compatible with the district in form and scale.				
Minimum Standard: Developments located at district gateways shall be marked with visually prominent features (see illustration, subsection RMC 4-3-100.E7g).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Gateway elements shall be oriented toward and scaled for both pedestrians and vehicles (see illustration, subsection RMC 4-3-100.E7h).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Visual prominence shall be distinguished by two or more of the following: a. Public art; b. Monuments; c. Special landscape treatment; d. Open space/plaza; e. Identifying building form; f. Special paving, unique pedestrian scale lighting, or bollards; g. Prominent architectural features (trellis, arbor, pergola, or gazebo); h. Signage, displaying neighborhood or district entry identification (commercial signs are not allowed).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
B. PARKING AND VEHICULAR ACCESS:	M	N	P	N
Intent: To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.				
1. Location of Parking:				
Intent: To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.				
Minimum Standard: No surface parking shall be located between a building and the front property line or the building and side property line on the street side of a corner lot.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Staff Comment:</i> The applicant has requested to site parking between the building and NE 9 th Street. The existing church facility is located on the northeast corner of the subject site and is bordered by three streets. Existing parking is already located in between the				

<p>facility and NE 9th Street. The applicant is proposing to add a total of 304 stalls of which most would be located to the west of the proposed addition and existing parking lot on Parcel B. While the proposed parking would not be located between the building and the street without adequate buffers the parking lot could have negative impacts on the pedestrian environment and the abutting residential properties. The applicant is proposing a substantial amount of interior parking lot landscaping in order to minimize to the visual impact however staff offers additional buffers could be placed on the perimeter of the site. Specifically to the Golden Pines multi-family property that abuts to the north and the single-family residential properties located across NE 9th Street. The rear yards of the single-family residential properties face NE 9th Street and the proposed parking lot. Therefore staff offers that the northern property, which directly abuts the site, is more appropriate for an enhanced buffer. As a 30-foot buffer has been recommended on the western border of the site, which is abutted by the Harrington Square multi-family building complex, staff offers 30 feet as an appropriate buffer for the northwestern property line. Staff recommends, as a condition of approval, the applicant submit a revised landscape and site plan depicting a 30-foot buffer along the northern border of Parcel B that ties into the proposed landscaping along the western property line. The revised plan shall be submitted and approved by the Current Planning Project Manager prior to building permit approval.</p> <p>As a note the number of parking stalls would be reduced by 22 stalls. However the applicant would still comply with the parking code requirement (see parking analysis on page 9).</p>				
<p>Guideline: In areas of mixed use development, shared parking is recommended.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2. Design of Surface Parking:</p>				
<p>Intent: To ensure safety of users of parking areas, convenience to businesses, and reduce the impact of parking lots wherever possible.</p>				
<p>Minimum Standard: Parking lot lighting shall not spill onto adjacent or abutting properties (see illustration, subsection RMC 4-3-100.F5b).</p> <p><i>Staff Comment:</i> A lighting plan was not submitted as part of the application materials therefore staff could not verify whether or not there would be light spillover onto adjacent properties. Staff has recommended, as a condition of approval, the applicant submit a lighting plan to be reviewed and approved by the Current Planning Project Manager prior to construction or building permit approval (see page 12).</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p><u>Minimum Standard: All surface parking lots shall be landscaped to reduce their visual impact (see RMC 4-4-080F7, Landscape Requirements).</u></p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Guideline: Wherever possible, parking should be configured into small units, connected by landscaped areas to provide on-site buffering from visual impacts.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Guideline: Access to parking modules should be provided by public or private local streets with sidewalks on both sides where possible, rather than internal drive aisles.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Guideline: Where multiple driveways cannot be avoided, provide landscaping to separate and minimize their impact on the streetscape.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3. Structured Parking Garages:</p>				
<p>Intent: To more efficiently use land needed for vehicle parking; encourage the use of structured parking throughout the Urban Center and the Center Village; physically and visually integrate parking garages with other uses; and reduce the overall impact of parking garages when they are located in proximity to the designated pedestrian environment.</p>				
<p>Minimum Standard: Parking Structures Fronting Designated Pedestrian-Oriented Streets:</p>				

(a) Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of 75% of the frontage width (see illustration, subsection RMC 4-3-100.F5c).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
(b) The entire facade must feature a pedestrian-oriented facade.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Parking Structures Fronting Non-Pedestrian-Oriented Streets:				
(a) Parking structures fronting non-pedestrian-oriented streets and not featuring a pedestrian-oriented facade shall be set back at least 6 feet from the sidewalk and feature substantial landscaping. This includes a combination of evergreen and deciduous trees, shrubs, and ground cover. This setback shall be increased to 10 feet adjacent to high visibility streets.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
(b) The Director may allow a reduced setback where the applicant can successfully demonstrate that the landscaped area and/or other design treatment meets the intent of these standards and guidelines. Possible treatments to reduce the setback include landscaping components plus one or more of the following integrated with the architectural design of the building: (1) Ornamental grillwork (other than vertical bars); (2) Decorative artwork; (3) Display windows; (4) Brick, tile, or stone; (5) Pre-cast decorative panels; (6) Vine-covered trellis; (7) Raised landscaping beds with decorative materials; or (8) Other treatments that meet the intent of this standard.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Facades shall be articulated architecturally, so as to maintain a human scale and to avoid a solid wall. Vehicular entrances to nonresidential or mixed use parking structures shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials (see illustration, subsection RMC 4-3-100.F5d).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of 75 percent of the frontage width (see illustration, subsection RMC 4-3-100.F5c).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: The entire facade must feature a pedestrian-oriented facade.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Facades shall be articulated architecturally, so as to maintain a human scale and to avoid a solid wall. Vehicular entrances to nonresidential or mixed use parking structures shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials (see illustration, subsection RMC 4-3-100.F5d).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Parking garage entries should be designed and sited to complement, not subordinate, the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Parking garage entries should not dominate the streetscape.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: The design of structured parking at finished grade under a building should minimize the apparent width of garage entries.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Parking within the building should be enclosed or screened through any combination of walls, decorative grilles, or trellis work with landscaping.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Parking garages should be designed to be complementary with adjacent buildings. Use similar forms, materials, and/or details to enhance garages.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Parking service and storage functions should be located away from the street edge and generally not be visible from the street or sidewalks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Vehicular Access:				

Intent: To maintain a contiguous, uninterrupted sidewalk by minimizing, consolidating and/or eliminating vehicular access off streets within pedestrian environments and/or designated pedestrian-oriented streets.				
Guideline: Parking lots and garages should be accessed from alleys or side streets.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Driveways should be located to be visible from the right-of-way, but not impede pedestrian circulation on-site or to adjoining properties. Where possible, minimize the number of driveways and curb cuts.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. PEDESTRIAN ENVIRONMENT:	M	N	P	N
Intent: To enhance the urban character of development in the Urban Center and the Center Village by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safer and more convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.				
1. Pathways through Parking Lots:				
Intent: To provide safe and attractive pedestrian connections to buildings, parking garages, and parking lots.				
Minimum Standard: Clearly delineated pedestrian pathways and/or private streets shall be provided throughout parking areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Within parking areas, pedestrian pathways shall be provided perpendicular to the applicable building facade, at a maximum distance of 150 feet apart (see illustration, subsection RMC 4-3-100.G4a). <i>Staff Comment: It appears that most of the internal pedestrian pathways are no more than 150 feet apart. However, in some cases the pathways exceed this distance. Due to the proposed use of the site and limited hours for which the facility will operate at capacity, staff supports the proposed pedestrian linkage system provided on site.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Pedestrian Circulation:				
Intent: To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.				
Minimum Standard: Developments shall include an integrated pedestrian circulation system that connects buildings, open space, and parking areas with the adjacent street sidewalk system and adjacent properties (see illustration, subsection RMC 4-3-100.G4b). <i>Staff Comment: Staff has recommended the applicant submit a revised landscape and site plan depicting a 30-foot buffer along the northern border of Parcel B that ties into the proposed landscaping along the western property line. As a result additional pedestrian connections could be made in order to facilitate better pedestrian circulation on the site. Staff recommends, as a condition of approval, the applicant be required to provide a pedestrian connection within the landscape buffers along the north and western property lines of Parcel B, which is raised for the portion that crosses the entrance into the site from NE 10th Street. The pedestrian connections will be subject to the approval of the Current Planning Project Manager.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Sidewalks located between buildings and streets shall be raised above the level of vehicular travel. <i>Staff Comment: See condition above.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Pedestrian pathways within parking lots or parking modules shall be differentiated by material or texture from adjacent paving materials (see illustration,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

subsection RMC 4-3-100.G4c).				
<i>Staff Comment: A materials list was not submitted as part of the application therefore staff could not verify whether or not pedestrian pathways would be differentiated by material or texture. Staff recommends, as a condition of approval, the applicant submit a materials list, noting the difference in materials for the pedestrian pathways. The list shall be submitted to and approved by the Current Planning Project Manager prior to construction or building permit approval.</i>				
Minimum Standard: Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:				
(a) Sidewalks and pathways along the facades of mixed use and retail buildings 100 or more feet in width (measured along the facade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface and street trees (see illustration, subsection RMC-4-3-100.G4d).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
(b) To increase business visibility and accessibility, breaks in the tree coverage adjacent to major building entries shall be allowed.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
(c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users. A 10 - 12 foot pathway, for example, can accommodate groups of persons walking four abreast, or two couples passing one another. An 8 foot pathway will accommodate three individuals walking abreast, whereas a smaller 5 – 6 foot pathway will accommodate two individuals.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Locate pathways with clear sight lines to increase safety. Landscaping shall not obstruct visibility of walkway or sight lines to building entries. <i>Staff Comment: The applicant is proposing a pedestrian network system in the interior of the site that includes both linear and meandering pedestrian walkways. While the meandering pathways have aesthetic appeal they may cause visibility impairments. In addition the meandering pathways are relatively short and would be best used for longer portions of pedestrian networks in order to space out the meandering for better visibility. Staff recommends, as a condition of approval, the applicant revise the site plan to include linear pathways in lieu of the meandering pathways proposed if the bends in the pathway can not be further spaced. A revised set of plans (landscaping, lighting, site plan, etc.) shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: All pedestrian walkways shall provide an all-weather walking surface unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the development. <i>Staff Comment: See condition above.</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Delineation of pathways may be through the use of architectural features, such as trellises, railings, low seat walls, or similar treatment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Mid-block connections are desirable where a strong linkage between uses can be established.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Decorative fences, with the exception of chain link fences, may be allowed when appropriate to the situation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Pedestrian Amenities: Intent: To create attractive spaces that unify the building and street environments and are inviting and comfortable for pedestrians; and provide publicly accessible areas that function for a variety of activities, at all times of the year, and under typical seasonal weather conditions.				

Minimum Standard: Provide pedestrian overhead weather protection in the form of awnings, marquees, canopies, or building overhangs. These elements shall be a minimum of 4-1/2 feet wide along at least 75 percent of the length of the building facade, a maximum height of 15 feet above the ground elevation, and no lower than 8 feet above ground level.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Site furniture provided in public spaces shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time. <i>Staff Comment:</i> After discussion with the applicant, it appears they plan to provide site furniture within the recommended landscaping on the northern and western property lines. If site furniture is provided in the public spaces it shall comply with the minimum standard above.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Site furniture and amenities shall not impede or block pedestrian access to public spaces or building entrances.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Transit shelters, bicycle racks, benches, trash receptacles, and other street furniture should be provided. <i>Staff Comment:</i> The applicant is highly encouraged to provide any and/or all of the items listed above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Street amenities such as outdoor group seating, kiosks, fountains, and public art should be provided. <i>Staff Comment:</i> The applicant is highly encouraged to provide any and/or all of the items listed above in the passive recreation space that is required along the north and west property lines.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Architectural elements that incorporate plants, such as facade-mounted planting boxes or trellises or ground-related or hanging containers are encouraged, particularly at building entrances, in publicly accessible spaces, and at facades along pedestrian-oriented streets (see illustration, subsection RMC 4-3-100.G4f).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. LANDSCAPING/RECREATION AREAS/COMMON OPEN SPACE:	M	N	P	N
Intent: To provide visual relief in areas of expansive paving or structures; define logical areas of pedestrian and vehicular circulation; and add to the aesthetic enjoyment of the area by the community. To have areas suitable for both passive and active recreation by residents, workers, and visitors; provide these areas in sufficient amounts and in safe and convenient locations; and provide the opportunity for community gathering in places centrally located and designed to encourage such activity.	M	M	M	A
1. Landscaping: Intent: Landscaping is intended to reinforce the architecture or concept of the area; provide visual and climatic relief in areas of expansive paving or structures; channelize and define logical areas of pedestrian and vehicular circulation; and add to the aesthetic enjoyment of the area by the community.				
Minimum Standard: All pervious areas shall be landscaped (see RMC 4-4-070, Landscaping).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Street trees are required and shall be located between the curb edge and building, as determined by the City of Renton.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: On designated pedestrian-oriented streets, street trees shall be installed with tree grates. For all other streets, street tree treatment shall be as determined by the City of Renton (see illustration, subsection RMC 4-3-100.H3a).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Minimum Standard: The proposed landscaping shall be consistent with the design intent and program of the building, the site, and use.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
Minimum Standard: The landscape plan shall demonstrate how the proposed landscaping, through the use of plant material and nonvegetative elements, reinforces the architecture or concept of the development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<u>Minimum Standard: Surface parking areas shall be screened by landscaping in order to reduce views of parked cars from streets (see RMC 4-4-080F7, Landscape Requirements). Such landscaping shall be at least 10 feet in width as measured from the sidewalk (see illustration, subsection RMC 4-3-100.H3b).</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
Minimum Standard: Trees at an average minimum rate of one tree per 30 lineal feet of street frontage. Permitted tree species are those that reach a mature height of at least 35 feet. Minimum height or caliper at planting shall be eight feet or two inch caliper (as measured four feet from the top of the root ball) respectively.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
Minimum Standard: Shrubs at the minimum rate of one per 20 square feet of landscaped area. Shrubs shall be at least 12 inches tall at planting and have a mature height between three and four feet.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
Minimum Standard: Ground cover shall be planted in sufficient quantities to provide at least 90 percent coverage of the landscaped area within three years of installation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
Minimum Standard: The applicant shall provide a maintenance assurance device, prior to occupancy, for a period of not less than three years and in sufficient amount to ensure required landscape standards have been met by the third year following installation. <i>Staff Comment: Staff recommends, as a condition of approval, the applicant submit a landscape maintenance surety device for a period of no less than three years in sufficient amount as determined by the Current Planning Manager prior to temporary occupancy for the first phase of construction.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
Minimum Standard: Surface parking with more than 14 stalls shall be landscaped as follows: (1) Required Amount: <table><tr><td>Total Number of Spaces</td><td>Minimum Required Landscape Area*</td></tr><tr><td>15 to 50</td><td>15 square feet/parking space</td></tr><tr><td>51 to 99</td><td>25 square feet/parking space</td></tr><tr><td>100 or more</td><td>35 square feet/parking space</td></tr><tr><td colspan="2">* Landscape area calculations above and planting requirements below exclude perimeter parking lot landscaping areas.</td></tr></table>	Total Number of Spaces	Minimum Required Landscape Area*	15 to 50	15 square feet/parking space	51 to 99	25 square feet/parking space	100 or more	35 square feet/parking space	* Landscape area calculations above and planting requirements below exclude perimeter parking lot landscaping areas.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total Number of Spaces	Minimum Required Landscape Area*													
15 to 50	15 square feet/parking space													
51 to 99	25 square feet/parking space													
100 or more	35 square feet/parking space													
* Landscape area calculations above and planting requirements below exclude perimeter parking lot landscaping areas.														
(2) Provide trees, shrubs, and ground cover in the required interior parking lot landscape areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
(3) Plant at least one tree for every six parking spaces. Permitted tree species are those that reach a mature height of at least 35 feet. Minimum height or caliper at planting shall be eight feet or two inch caliper (as measured four feet from the top of the root ball) respectively.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
(4) Plant shrubs at a rate of five per 100 square feet of landscape area. Shrubs shall be at least 16 inches tall at planting and have a mature height between three and four feet.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										

(5) Up to 50 percent of shrubs may be deciduous.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(6) Select and plant ground cover so as to provide 90 percent coverage within three years of planting; provided, that mulch is applied until plant coverage is complete.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(7) Do not locate a parking stall more than 50 feet from a landscape area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Regular maintenance shall be provided to ensure that plant materials are kept healthy and that dead or dying plant materials are replaced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Underground, automatic irrigation systems are required in all landscape areas.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Staff Comment: An irrigation plan was not submitted as part of the application. Therefore staff recommends, as a condition of approval, the applicant submit an irrigation plan to and be approved by the Current Planning Project Manager prior to construction or building permit approval.</i>				
Guideline: Landscaping should be used to soften and integrate the bulk of buildings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Landscaping should be provided that appropriately provides either screening of unwanted views or focuses attention to preferred views.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Staff Comment: The applicant is proposing to site two large vehicle (bus) stalls on the northern façade of the education wing and one stall on the northwestern façade of the existing building. However staff is recommending, as a condition of approval, the applicant provide an increased landscape buffer where the two bus stalls would be located near the proposed education wing; therefore the bus stalls will most likely be relocated on site. In order to screen the large vehicles, wherever they will be located on site, staff is recommending the use of landscaping and/or a fence. The applicant will be required to submit a revised landscaping plan depicting screening for bus parking, in the form of landscaping and/or a fence, subject to the approval of the Current Planning Project Manager prior to building permit approval.</i>				
Guideline: Use of low maintenance, drought-resistant landscape material is encouraged.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Choice of materials should reflect the level of maintenance that will be available.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Seasonal landscaping and container plantings are encouraged, particularly at building entries and in publicly accessible spaces.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Window boxes, containers for plantings, hanging baskets, or other planting feature elements should be made of weather-resistant materials that can be reasonably maintained.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Landscaping should be used to screen parking lots from adjacent or neighboring properties.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Recreation Areas and Common Open Space:				
Intent: To ensure that districts have areas suitable for both passive and active recreation by residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations; create usable, accessible, and inviting open space that is accessible to the public; and promote pedestrian activity on pedestrian-oriented streets particularly at street corners.				
Minimum Standard: Mixed use residential and attached housing developments of ten or more dwelling units shall provide a minimum area of common space or recreation area equal to 50 square feet per unit. The common space area shall be aggregated to provide usable area(s) for residents. The location, layout, and proposed type of common space or recreation area shall be subject to approval by the Director. The required common open space shall be satisfied with one or more of the elements listed below. The	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Director may require more than one of the following elements for developments having more than 100 units. (a) Courtyards, plazas, or multi-purpose open spaces; (b) Upper level common decks, patios, terraces, or roof gardens. Such spaces above the street level must feature views or amenities that are unique to the site and are provided as an asset to the development; (c) Pedestrian corridors dedicated to passive recreation and separate from the public street system; (d) Recreation facilities including, but not limited to, tennis/sports courts, swimming pools, exercise areas, game rooms, or other similar facilities; or (e) Children's play spaces.				
Minimum Standard: In mixed use residential and attached residential projects, required landscaping, driveways, parking, or other vehicular use areas shall not be counted toward the common space requirement or be located in dedicated outdoor recreation or common use areas.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: In mixed use residential and attached residential projects required yard setback areas shall not count toward outdoor recreation and common space unless such areas are developed as private or semi-private (from abutting or adjacent properties) courtyards, plazas or passive use areas containing landscaping and fencing sufficient to create a fully usable area accessible to all residents of the development (see illustration, subsection RMC 4-3-100.H3c).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Private decks, balconies, and private ground floor open space shall not count toward the common space/recreation area requirement.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: In mixed use residential and attached residential projects, other required landscaping and sensitive area buffers without common access links, such as pedestrian trails, shall not be included toward the required recreation and common space requirement.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: All buildings and developments with over 30,000 square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space (see illustration, subsection RMC 4-3-100.H3d) according to the following formula:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1% of the lot area + 1% of the building area = Minimum amount of pedestrian-oriented space				
Minimum Standard: To qualify as pedestrian-oriented space, the following must be included: (a) Visual and pedestrian access (including barrier-free access) to the abutting structures from the public right-of-way or a nonvehicular courtyard; (b) Paved walking surfaces of either concrete or approved unit paving; (c) On-site or building-mounted lighting providing at least four foot-candles (average) on the ground; and (d) At least three feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: The following features are encouraged in pedestrian-oriented space (see illustration, subsection RMC 4-3-100.H3e) and may be required by the Director: (a) Provide pedestrian-oriented uses on the building facade facing the pedestrian-oriented space. (b) Spaces should be positioned in areas with significant pedestrian traffic to provide interest and security – such as adjacent to a building entry.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

(c) Provide pedestrian-oriented facades on some or all buildings facing the space. (d) Provide movable public seating.				
Minimum Standard: The following are prohibited within pedestrian-oriented space: (a) Adjacent unscreened parking lots; (b) Adjacent chain link fences; (c) Adjacent blank walls; (d) Adjacent dumpsters or service areas; and (e) Outdoor storage (shopping carts, potting soil bags, firewood, etc.) that do not contribute to the pedestrian environment.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: The minimum required walkway areas shall not count as pedestrian-oriented space. However, where walkways are widened or enhanced beyond minimum requirements, the area may count as pedestrian-oriented space if the Director determines such space meets the definition of pedestrian-oriented space.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Commercial Arterial Zone Public Plazas.				
<u>At each corner of the intersections listed below, there shall be provision of a public plaza of no less than 1,000 square feet with a minimum dimension of 20 feet on one side abutting the sidewalk. The public plaza must be landscaped consistent with RMC 4-4-070, including at minimum street trees, decorative paving, pedestrian-scaled lighting, and seating.</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Common space areas in mixed use residential and attached residential projects should be centrally located so they are near a majority of dwelling units, accessible and usable to residents, and visible from surrounding units.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Common space areas should be located to take advantage of surrounding features such as building entrances, significant landscaping, unique topography or architecture, and solar exposure.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: In mixed use residential and attached residential projects children's play space should be centrally located, visible from the dwellings, and away from hazardous areas like garbage dumpsters, drainage facilities, streets, and parking areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E. BUILDING ARCHITECTURAL DESIGN:	M	N	P	N
Intent: To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate. To discourage franchise retail architecture.	M	M	M	A
1. Building Character and Massing:				
Intent: To ensure that buildings are not bland and visually appear to be at a human scale; and ensure that all sides of a building, that can be seen by the public, are visually interesting.				
Minimum Standard: All building facades shall include modulation or articulation at intervals of no more than forty feet (40').	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Building facades should be modulated and/or articulated with architectural elements to reduce the apparent size of new buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Articulation, modulation, and their intervals should create a sense of scale important to residential buildings.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: A variety of modulations and articulations should be employed to add visual interest and to reduce the bulk and scale of large projects.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Building modulations should be a minimum of two feet deep, 16 feet in height, and eight feet in width.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: Alternative methods to shape a building such as angled or curved facade	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

elements, off-set planes, wing walls, and terracing will be considered; provided, that the intent of this Section is met.				
2. Ground-Level Details:				
Intent: To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest.				
Minimum Standard: Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways are prohibited. A wall (including building facades and retaining walls) is considered a blank wall if: (a) It is a ground floor wall or portion of a ground floor wall over six feet in height, has a horizontal length greater than 15 feet, and does not include a window, door, building modulation or other architectural detailing; or (b) Any portion of a ground floor wall having a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Where blank walls are required or unavoidable, blank walls shall be treated with one or more of the following (see illustration, subsection RMC 4-3-100.I5d): (a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall; (b) Trellis or other vine supports with evergreen climbing vines; (c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard; (d) Artwork, such as bas-relief sculpture, mural, or similar; or (e) Seating area with special paving and seasonal planting.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Treatment of blank walls shall be proportional to the wall.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Provide human-scaled elements such as a lighting fixture, trellis, or other landscape feature along the facade's ground floor.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Facades on designated pedestrian-oriented streets shall have at least 75 percent of the linear frontage of the ground floor facade (as measured on a true elevation facing the designated pedestrian-oriented street) comprised of transparent windows and/or doors.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Other facade window requirements include the following:				
(a) Building facades must have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be 50percent. Staff Comment: Provide a materials board.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Display windows shall be designed for frequent change of merchandise, rather than permanent displays.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Where windows or storefronts occur, they must principally contain clear glazing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guideline: The primary building entrance should be made visibly prominent by incorporating a minimum of one of the following architectural features from each category listed (see illustration, subsection RMC 4-3-100.I5e): (a) Facade Features: (1) Recess; (2) Overhang;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(3) Canopy; (4) Trellis; (5) Portico; (6) Porch; (7) Clerestory. (b) Doorway Features: (1) Transom windows; (2) Glass windows flanking door; (3) Large entry doors; (4) Ornamental lighting; (5) Lighted displays. (c) Detail Features: (1) Decorative entry paving; (2) Ornamental building name and address; (3) Planted containers; (4) Street furniture (benches, etc.).				
Guideline: Artwork or building ornamentation (such as mosaics, murals, grillwork, sculptures, relief, etc.) should be used to provide ground-level detail.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Staff Comment: The applicant is highly encouraged to provide any and/or all of the items listed above in order to ornament the ground level of the proposed structure.</i>				
Guideline: Elevated or terraced planting beds between the walkway and long building walls are encouraged.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Building Roof Lines:				
Intent: To ensure that roof forms provide distinctive profiles and interest consistent with an urban project and contribute to the visual continuity of the district.				
Minimum Standard: Buildings shall use at least one of the following elements to create varied and interesting roof profiles (see illustration, subsection RMC 4-3-100.I5f): (a) Extended parapets; (b) Feature elements projecting above parapets; (c) Projected cornices; (d) Pitched or sloped roofs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Locate and screen roof-mounted mechanical equipment so that the equipment is not visible within 150 feet of the structure when viewed from ground level.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: <u>Screening features shall blend with the architectural character of the building, consistent with RMC 4-4-095E, Roof-Top Equipment.</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Standard: Match color of roof-mounted mechanical equipment to color of exposed portions of the roof to minimize visual impacts when equipment is visible from higher elevations. <i>Staff Comment: Based on colored renderings provided by the applicant it appears that roof-top equipment would differ in color from color of the roof. Staff recommends, as a condition of approval, the applicant match the color of the roof-mounted mechanical equipment to the color of exposed portions of the roof.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Building Materials:				
Intent: To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.				
Minimum Standard: All sides of buildings visible from a street, pathway, parking area, or open space shall be finished on all sides with the same building materials, detailing,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

and color scheme, or if different, with materials of the same quality. <i>Staff Comment: In order to ensure that quality materials are used staff recommends the applicant submit a materials board subject to the approval of the Current Planning Project Manager at the time of building permit review. The applicant is highly encouraged to refinish the entry along NE 10th Street to correspond with the new construction in order to: provide a cohesive design element for the entire facility while complying with the remainder of the standards and guidelines in this section.</i>				
Minimum Standard: Materials, individually or in combination, shall have an attractive texture, pattern, and quality of detailing for all visible facades. <i>Staff Comment: See comments above.</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Materials shall be durable, high quality, and reasonably maintained. <i>Staff Comment: See Condition above.</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Buildings shall employ material variations such as colors, brick or metal banding, patterns, or textural changes. <i>Staff Comment: See comments above.</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Building materials should be attractive, durable, and consistent with more traditional urban development. Appropriate examples would include brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, and cast-in-place concrete. <i>Staff Comment: See comments above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Guideline: Concrete walls should be enhanced by texturing, reveals, snap-tie patterns, coloring with a concrete coating or admixture, or by incorporating embossed or sculpted surfaces, mosaics, or artwork. <i>Staff Comment: See comments above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Guideline: Concrete block walls should be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or incorporate other masonry materials. <i>Staff Comment: See comments above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Guideline: Stucco and similar troweled finishes should be used in combination with other more highly textured finishes or accents. They should not be used at the base of buildings between the finished floor elevation and four feet (4') above. <i>Staff Comment: See comments above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
F. SIGNAGE:	M	N	P	N
Intent: To provide a means of identifying and advertising businesses; provide directional assistance; encourage signs that are both clear and of appropriate scale for the project; encourage quality signage that contributes to the character of the Urban Center and the Center Village; and create color and interest.	M	M	M	A
Minimum Standard: Signage shall be an integral part of the design approach to the building.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Corporate logos and signs shall be sized appropriately for their location.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Prohibited signs include (see illustration, subsection RMC 4-3-100.J3a): i. Pole signs;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

ii. Roof signs;				
iii. Back-lit signs with letters or graphics on a plastic sheet (can signs or illuminated cabinet signs). Exceptions: Back-lit logo signs less than ten (10) square feet are permitted as are signs with only the individual letters back-lit.				
Minimum Standard: In mixed use and multi-use buildings, signage shall be coordinated with the overall building design.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Freestanding ground-related monument signs, with the exception of primary entry signs, shall be limited to five feet above finished grade, including support structure. All such signs shall include decorative landscaping (ground cover and/or shrubs) to provide seasonal interest in the area surrounding the sign. Alternately, signage may incorporate stone, brick, or other decorative materials as approved by the Director.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Standard: Entry signs shall be limited to the name of the larger development.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Alteration of trademarks notwithstanding, corporate signage should not be garish in color nor overly lit, although creative design, strong accent colors, and interesting surface materials and lighting techniques are encouraged.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Front-lit, ground-mounted monument signs are the preferred type of freestanding sign.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Guideline: Blade type signs, proportional to the building facade on which they are mounted, are encouraged on pedestrian-oriented streets.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
G. LIGHTING:	M	N	P	N
Intent: To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night.				
<u>Minimum Standard: Lighting shall conform to on-site exterior lighting regulations located in RMC 4-4-075, Lighting, Exterior On-Site.</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Staff Comment: Staff recommended, as a condition of Approval, the applicant be required to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties at the time of building permit review. Pedestrian scale and downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075 Lighting, Exterior On-Site.</i>				
Minimum Standard: Lighting shall be provided on-site to increase security, but shall not be allowed to directly project off-site.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Staff Comment: See Condition above</i>				
Minimum Standard: Pedestrian-scale lighting shall be provided, for both safety and aesthetics, along all streets, at primary and secondary building entrances, at building facades, and at pedestrian-oriented spaces.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Staff Comment: See Condition above</i>				
Guideline: Accent lighting should be provided at focal points such as gateways, public art, and significant landscape features such as specimen trees.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Guideline: Additional lighting to provide interest in the pedestrian environment may include sconces on building facades, awnings with down-lighting, decorative street lighting, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ORDERED THIS 3rd day of August 2009.

FRED J. KAUFMAN
HEARING EXAMINER

TRANSMITTED THIS 3rd day of August 2009 to the following:

Mayor Denis Law	Dave Pargas, Fire
Jay Covington, Chief Administrative Officer	Larry Meckling, Building Official
Julia Medzegian, Council Liaison	Planning Commission
Gregg Zimmerman, PBPW Administrator	Transportation Division
Alex Pietsch, Economic Development	Utilities Division
Jennifer Henning, Development Services	Neil Watts, Development Services
Stacy Tucker, Development Services	Janet Conklin, Development Services
Renton Reporter	

Pursuant to Title IV, Chapter 8, Section 100 of the City's Code, **request for reconsideration must be filed in writing on or before 5:00 p.m., August 17, 2009** Any aggrieved person feeling that the decision of the Examiner is ambiguous or based on erroneous procedure, errors of law or fact, error in judgment, or the discovery of new evidence which could not be reasonably available at the prior hearing may make a written request for a review by the Examiner within fourteen (14) days from the date of the Examiner's decision. This request shall set forth the specific ambiguities or errors discovered by such appellant, and the Examiner may, after review of the record, take further action as he deems proper.

An appeal to the City Council is governed by Title IV, Chapter 8, Section 110, which requires that such appeal be filed with the City Clerk, accompanying a filing fee of \$75.00 and meeting other specified requirements. Copies of this ordinance are available for inspection or purchase in the Finance Department, first floor of City Hall. **An appeal must be filed in writing on or before 5:00 p.m., August 17, 2009.**

If the Examiner's Recommendation or Decision contains the requirement for Restrictive Covenants, the executed Covenants will be required prior to approval by City Council or final processing of the file. You may contact this office for information on formatting covenants.

The Appearance of Fairness Doctrine provides that no ex parte (private one-on-one) communications may occur concerning pending land use decisions. This means that parties to a land use decision may not communicate in private with any decision-maker concerning the proposal. Decision-makers in the land use process include both the Hearing Examiner and members of the City Council.

All communications concerning the proposal must be made in public. This public communication permits all interested parties to know the contents of the communication and would allow them to openly rebut the evidence. Any violation of this doctrine would result in the invalidation of the request by the Court.

The Doctrine applies not only to the initial public hearing but to all Requests for Reconsideration as well as Appeals to the City Council.

Highlands Community Church Expansion and Remodel Site Approval

File No.: LUA-09-051, SA-H, ECF

August 3, 2009

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